

The **quarterly** branch newsletter of **railfuture** in London and the South East

Britain's leading *independent* campaign for a bigger better railway – for passengers and freight

Vice-President Adrian Shooter CBE

“Let us now praise famous men.” A career railwayman who really needs no introduction, and a Vice-President of Railfuture since 2012, Adrian’s most recent contribution to our work was as one of the seven judges for this year’s revived Rail User Group Awards. Not content with just judging the nominations for Best Website from home and emailing the panel with his recommendations, despite his motor neuron disease he attended the full judging panel in London in person.

Late-August found him at London Marylebone station for a double ceremony – the unveiling of his statue ...



... and the naming of what he has said is his favourite train, Turbostar 168 001 - “Adrian Shooter CBE” - his favourite because it was the first train ordered by any private sector railway operator, his Chiltern Railways, following privatisation in 1996, breaking the now legendary 1064-day hiatus in new rolling stock orders.



Appointed CBE in the 2010 New Year’s Honours, Adrian has written two books: “Adrian Shooter: A Life in Engineering and Railways” (ISBN-10 1473893194 - April 2018) and “Chiltern Railways: The Inside Story” (ISBN-10 1526792495 - February 2022).

Awards for (rail) people-power - 1

Our regional branch area is blessed with a very strong presence of rail-based community activity whether by rail user groups, many of which are affiliated to Railfuture, or by community rail partnerships and station adopters. Each has their regular monthly bulletin available free to subscribers via their websites.



Inaugurated in 2012, last run in 2018 then interrupted by the Covid-19 pandemic, Railfuture’s national Awards for Rail User Groups were revived in July as a new part of the national AGM gathering, in Bristol.



One of the five Gold Awards, for Best Campaign, went to the Cooksbridge Station Partnership for their hard-won triumph in securing all-day / every-day services.



Robert Baughan receiving Cooksbridge Station Partnership’s Gold Award from Railfuture Vice-President and awards judge Stewart Palmer (L).

Later, a local celebration with his fellow campaigners: <https://communityrail.org.uk/cooksbridge-station-partnership-receives-national-award/>

Awards for (rail) people-power - 2

In the Best New Group category, the Facebook-based Lewes Rail Users Group were rewarded with a commendation.



Dr. Janet Baah and Vic lent receiving their certificate of commendation from Chris Page, Railfuture's national Chair, with awards organiser Roger Blake.

Full details of the RUG Awards are in the dedicated web page under "What's on" in the national website.

Roger and Chris were in Lewes to give the latest "Bridge the gap" presentation to the Town Council's Planning Committee – of which Janet is a member! Further details will be found in the centre-pages.

Step-free in Sussex, easy-access in Essex

East Grinstead station in West Sussex (and the very oddly-shaped constituency of Mid-Sussex!) was in the top 15% by pre-pandemic usage of Britain's stations.



"As well as the completion of the £4.5m project, funded by the Government's Access for All scheme, a plaque was unveiled in memory of campaigner Eric Mackie MBE, who set up the East Grinstead Access Group and dedicated his life to improving access for people with mobility issues in his home town."

His wife Anne said: "Eric was a passionate campaigner to improve accessibility in East Grinstead - he would've been thrilled to see his efforts pay off and the railway station made fully accessible thanks to the Access for All scheme."

Ilford station, now in the London Borough of Redbridge and in the small but perfectly-formed constituency of Ilford South, was in the top 2.5% by pre-pandemic usage of Britain's stations. It will benefit from direct Elizabeth line services to Paddington from Sunday 6th November, and is already enjoying its new lifts set in a large new entrance building with expanded gate-line.

Community Rail Awards in L & SE

The Community Rail Network published the short-list for the annual awards, to be presented in Manchester on 5th October, which includes entries from within our regional branch area in all but 2 of the 12 categories.



- 1. Involving Children and Young People** – sponsored by London North Eastern Railway
Kent CRP and partners – Youth Engagement / Shaping the Future.
- 2. Involving Diverse Groups** – sponsored by East Midlands Railway
Essex & South Suffolk CRP – Total Inclusion.
Kent CRP – Charing Station Project / Achieving Together.
- 3. Community Creative Projects and Station Arts** – sponsored by Transport for Greater Manchester
New River Line CRP – Art@ at the Station.
- 4. Small Projects** – sponsored by Community Rail Lancashire
Southeast CRP, Battle Yarn Bombers, Southeastern Railway – A Royal Rail Tour.
Kent CRP and Five Acre Wood – Sunflower Mural / Let's Celebrate Differences.
- 5. Most Effective Communications Campaign** – sponsored by CrossCountry
Southeast CRP – Go Green by Train CO2 Savings.
- 6. Best Community Engagement Project** – sponsored by Go-Ahead
Essex & South Suffolk CRP – Dementia Friendly Music Train.
The Community Brain, Tolworth – #ZiggyReturns #Celebrate72.
- 7. Tourism and Leisure** – sponsored by Transport for Wales
No short-listed entry from L&SE regional branch area.
- 8. Photo Competition: capturing the essence of Community Rail** – sponsored by Porterbrook
Beds & Herts CRP – Try a Train rolls again.
Southeast CRP – a Royal Tour of the 1066 line – what will they think of next? (pic p.7).
Abbey Line CRP – Abbey Line CRP goes to the market.
- 9. Influencing Positive Change and Sustainability** – sponsored by Rail Safety & Standards Board
Essex and South Suffolk CRP – the Climate Awareness Train event.
- 10. Most Enhanced Railway Spaces** – sponsored by Greater Anglia
Southeast CRP – Eridge station platform Waiting Room restoration.
- 11. Station Friends and Adopters at the Heart of Communities** – sponsored by Siemens
No short-listed entry from L&SE regional branch area.
- 12. Outstanding Volunteer Contribution** – sponsored by Eversholt
John Cole – volunteer with Friends of Gordon Hill station.
Mary Sautter - volunteer with Lewes Pots and Plants.

Britain's Growing Railway – a bigger better railway in London & South East

With seven new / re-opened stations, one re-opened interchange and one new rail link in our branch area, the third-quarter anniversaries of our local successes:

July

~ King's Cross Midland City re-opened on the 15th, in 1983 (opened 1863, closed in 1979, re-named King's Cross Thameslink in 1988, closed 9th December 2007).

~ Southend Airport opened on the 18th, in 2011.

~ Stevenage's second station opened on the 23rd, in 1973 (a mile south of the original, opened in 1850 and closed to coincide with its successor's opening).

~ new Hackney Interchange had a 'soft opening' for London Overground passengers on the 25th in 2015.



The original, pictured below in 1928, closed with the suspension of Broad Street-Poplar services in 1944.



August

~ Hackney Interchange official opening, the 12th, 2015.

September

~ London Fields and Welham Green both opened on the 29th in 1986, the former after a November 1981 fire.

~ Imperial Wharf opened on the 27th in 2009.

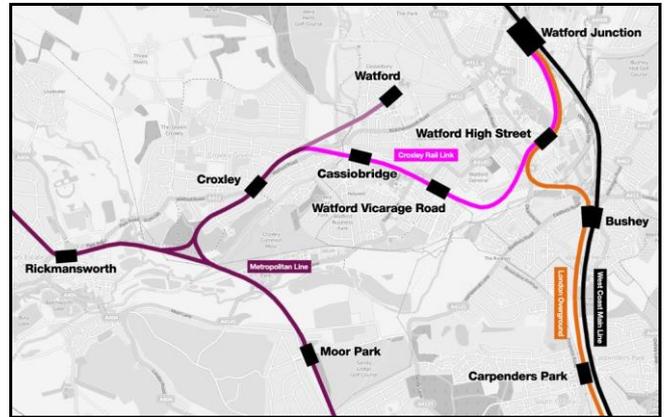
~ the Channel Tunnel Rail Link phase one route to Waterloo International (via Fawkham Junction and Southfleet Junction) opened on the 28th in 2003.

~ Shepherd's Bush opened on the 28th in 2008.

A new Herts-Bucks-MK Connector?

The December 2021 *raillse* no.154 posited this below, now referred to as the Watford-Croxley Link (W2CL) after the demise of the Metropolitan Line Extension.

“Watford Stadium Halt opened on 4th December 1982, for use on match days only. Although services on the former Croxley Green branch were ‘suspended’ (never to re-commence) on 22nd March 1996 the stadium station had seen its last services a few years before.



One day the stadium will be served again, by a new Watford Vicarage Road station on a new Croxley link!

Aylesbury Vale Parkway station, and the extended line from Aylesbury, opened on 14th December 2008.



One day to be served by trains between Watford Junction and the re-branded East West Main Line, using the new Herts-Bucks-Milton Keynes Connector?

In its absence, the alternative by road is a tortuous A412 – A404 – A413 – A41: Watford-Rickmansworth-Amersham-Wendover-Stoke Mandeville-Aylesbury-Bicester / Winslow-Buckingham.

In one sub-national transport body: England's Economic Heartland.

Over three local councils: Hertfordshire County and Buckinghamshire and Milton Keynes Unitary authorities.

Across seven Parliamentary constituencies: Watford, South West Hertfordshire, Chesham & Amersham, Aylesbury, Buckingham, Milton Keynes South, and Milton Keynes North.

Herts CC website edited extracts: HCC has awarded a 12-month contract, which started on 22 August, to three designers for Conceptual Design Services for the W2CL - Atkins Ltd, SYSTRA Ltd, and Wood Group UK trading as Wood Environment and Infrastructure.

Our vision for rail: A railway system that provides services which travellers and freight forwarders want to use, and which offers more journey opportunities to more people and more freight.

“Investing in transport to build a better future” (cont’d)

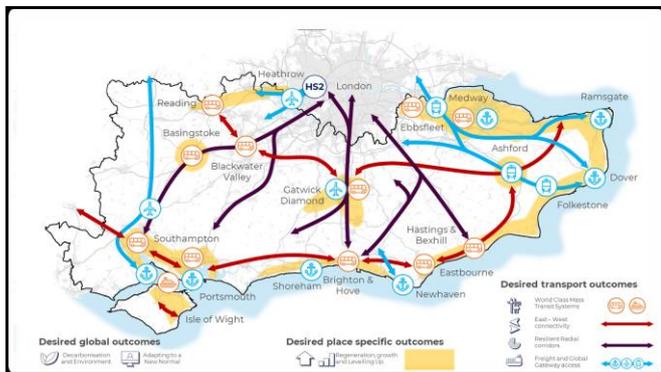
The public consultation on “Connecting the South East: a bold and ambitious plan” closed on 12 September.



The response from Railfuture is in the usual places in the national website, either in ‘library’ at the foot of the home page within ‘Submissions’, or in the ‘Campaigns’ tab at the top of the home page within ‘Consultation responses’ and then ‘Sub National Transport Bodies.’

Notwithstanding that Railfuture’s holistic approach to long-term strategic regional infrastructure planning eschews modal silos, the ‘Rail Thematic Plan’ can be found under ‘Area Studies’ in the ‘Useful documents’ part of the TfSE website for the draft SIP.

The image below – ‘Priorities’ – from a presentation by TfSE to the region’s MPs, highlights East-West Connectivity in red, Resilient Radial Corridors in dark blue, and Freight and Global Gateway access in light blue. One result of Railfuture’s sustained engagement and influence is the formal recognition of the ‘Resilient Radial Corridor’ between Brighton and south-west Kent, which is a vital policy plank in the platform upon which a strategic business case can be built for a Brighton-Lewes-Uckfield-Tunbridge Wells rail link.



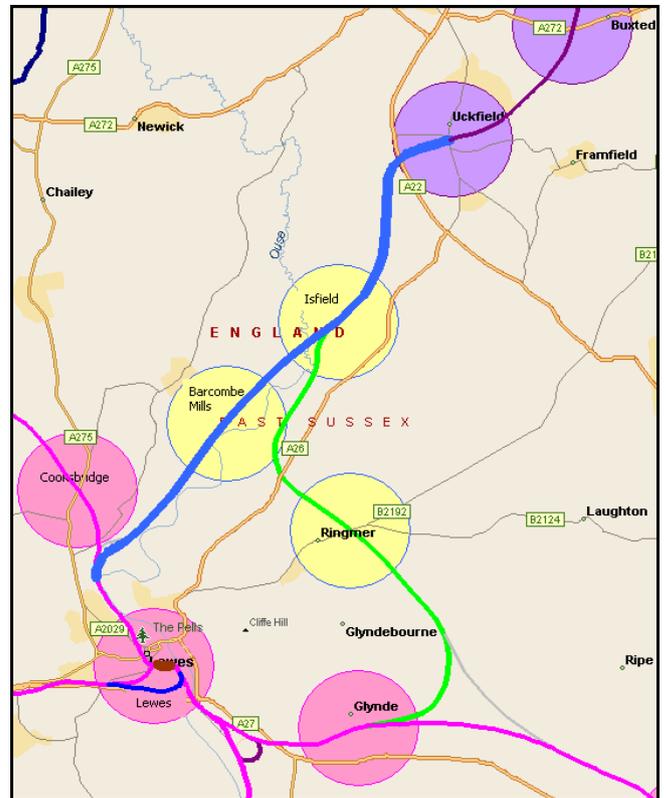
Unfinished business for Railfuture is to convince the sub-national transport body that for most-value ‘East-West Connectivity’ for Gatwick Airport it must abandon its long-standing and exclusive fixation with Ashford (population the same as Hastings) and turn north-east to include the Medway Towns / Maidstone conurbation (population the same as Brighton) to establish an ‘R25’ inner orbital Thames-Medway economic corridor.

The final SIP is due to be published by March 2023.

TfSE rail – west of East Sussex: Brighton - East Sussex - Kent BTN-FMR-LWS-UCK-COH-ERI-TBW

As alluded to on page 2, the L&SE regional branch Vice-Chair and national Chair accepted an invitation by Lewes Town Council to present Railfuture’s distinctive, growth-based “Bridge the gap” campaign approach to their Planning Committee, in early-August.

One summary of the lively discussion which ensued might be ‘if the people of Lewes and Wealden Districts through their elected representatives can decide to agglomerate the housing growth in the districts which, whatever the actual numbers, is inevitable over the next quarter-century, somewhere between Lewes and Uckfield and outside the South Downs National Park, then Railfuture and others have a very good chance of justifying a new rail link to serve it by connecting south via Lewes and north via Uckfield.’ Or, ‘the location of your new homes, if most brought together into a single place, will decide the location of your new railway.’



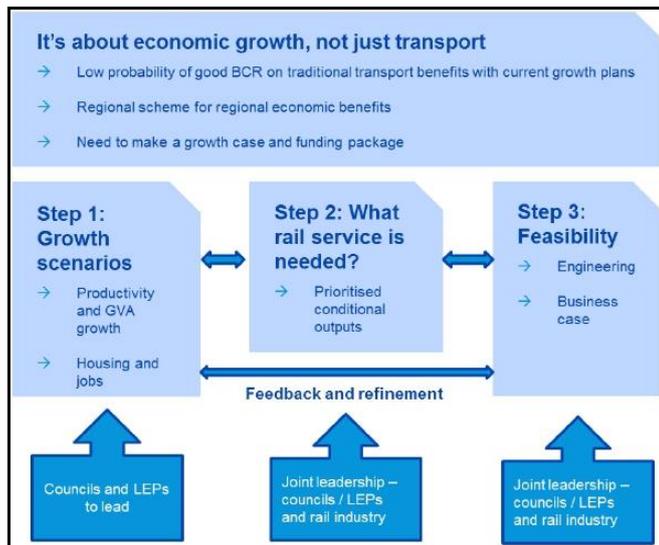
Above are three possibilities, in yellow – you choose.

- J10** Uckfield Branch Line - Hurst Green to Uckfield Electrification and Capacity Enhancements
- J11** Redhill Aerodrome Chord
- K1** Uckfield - Lewes Wealden Line Reopening - Traction and Capacity Enhancements
- K2** Uckfield - Lewes Wealden Line Reopening - Reconfiguration at Lewes
- K3** Spa Valley Line Modern Operations Reopening - Eridge to Tunbridge Wells West to Tunbridge Wells

TfSE’s Strategic Investment Plan’s London - Sussex Coast Rail Reinstatements Package, above, is waiting.

TfSE rail – west of East Sussex: Brighton - East Sussex - Kent (cont'd)

Mention was made opposite of our distinctive growth-based campaign approach to “*Bridge the gap*” between Uckfield and Lewes. It’s based on this schematic, taken from the most recent official report published in March 2017, the DfT’s London and South Coast Rail Corridor Study. At [pages 38-43](#) it included “*A new approach to Lewes-Uckfield*” with an emphasis on an economic growth agenda; “accommodating and attracting additional housing and jobs” is one aspect.



Until we hear of an alternative and even more compelling approach, this remains the basis of ours.

See more about [Railfuture's Uckfield-Lewes campaign](#)

East Sussex rail

Looking ahead to next year (already!) once TfSE’s SIP has been finalised and submitted to Whitehall, it will be a decade since East Sussex County Council published the first Rail Strategy and Action Plan for the county. Railfuture will be encouraging a review and refresh in light of both the SIP and other developments over the past decade, and a progression from defining specific inputs to an approach based much more on delivering socio-economic and environmental outcomes.



The East Sussex Rail Development Strategy from 2013 can be found in the County Council’s website, in ‘Roads and transport’ / ‘Transport planning’ / ‘Rail.’

TfSE rail – north Kent: HMK-GRV-DFD-ABW-GNW-LBG HMK-HGM-SOO-RTR-CTM-GLM-RAI HMK-HGM-SOO-SDA-MDB-PDW-TON

Monthly editions of Medway Council’s “*Future Hoo*” e-newsletter indicate a project in trouble. Results from the second-round consultation mentioned in the June edition were limited, and the full report suggested for July seems not to have been published at all. The next anticipated consultation appears to have been stalled by a few councillors using apparent concerns about inadequate project costings and insufficient funds as a possible device to sustain their fundamental objections to the entire project – 10,600 new homes for Medway.

In parallel, TfSE’s draft SIP’s Kent, Medway and East Sussex Classic Rail package “includes the introduction of passenger rail services on the Grain Branch.”

You can subscribe to receive updates on Hoo Peninsula here: <https://www.medway.gov.uk/futurehoo>

Meanwhile Network Rail have completed their North & East Kent Connectivity Study, begun two years ago and including two working groups in which Railfuture representatives actively participated. See next *railse*.

See <https://www.railfuture.org.uk/Kent> for more details.

TfSE rail – east of East Sussex: East Sussex - Kent EBN-BEX-SLQ-HGS-RYE-AFK-STP

Network Rail’s Strategic Outline Business Case for the Kent & East Sussex Coastal Connectivity Programme continues to hibernate in the DfT / HM Treasury – both now under new management (whether ‘under new leadership’ only time will tell). It now has the additional policy under-pinning of inclusion in TfSE’s SIP, with the Kent, Medway and East Sussex High-Speed Rail East Package delivering three key benefits: transformational improvements in journey times between London (and the rest of UK) and the South East coast, potentially transformational improvements in capacity between London and coastal Kent / Medway / East Sussex, delivering a significant economic boost to left-behind coastal areas, a large reduction in carbon emissions.

Read more about [Railfuture's MarshLink campaigning](#)

TfSE rail – West Coastway: West Sussex - Hampshire BTN-HOV-SSE-WRH-LIT-BOG-CCH

At long last, Network Rail’s West Sussex Connectivity Modular Strategic Study, in which Railfuture engaged closely throughout 2019 and 2020, finds a regional policy home in the Sussex Coast Rail package of TfSE’s draft SIP. As there is not enough capacity to accommodate all stakeholder aspirations, the package supports those interventions that best support inter-urban and long-distance journeys – those for which car have the greatest emissions and other sustainable modes are less likely to provide attractive alternatives.

Campaigns calendar, London & SE

We have continued our **campaigning** through responding to **consultations** and **calls for evidence** and making other **submissions**, for example to local planning authorities and to the Planning Inspectorate.

As the sub-national transport body Transport for the South East covers a geography which takes in parts of our Wessex and Thames Valley branches, as well as most of our own, a joint tri-branch **online** meeting with a speaker from TfSE was held to discuss their draft Strategic Investment Plan, and inform our response.



Railfuture L&SE continues to be heavily engaged with a steadily increasing number of planning applications to Lewes District Council, and more recently appeals to the Planning Inspectorate, on proposals for significant numbers of new homes at Ringmer. Since the previous *raillse* no.156 in June, Railfuture has sent a submission to the Planning Inspectorate for an appeal against the lack of a decision by the District Council within the required period on an application for outline planning permission for up to 100 homes on the main gap site between Ringmer and Broyle Side. This is the same site where the intending developer conducted two informal pre-application consultations last year, to which Railfuture responded in August and November. It is also the same site where the same intending developer made a similar application, for 70 homes, in 2014, which was refused permission by the District Council in 2015 and dismissed on appeal in 2016. The Ringmer Against Greenfield Exploitation campaign tracks developments: <https://ringmergreenfields.org/> (although its social media presence appears limited).

The appeal has given Railfuture the opportunity to set out in its submission to the Planning Inspectorate the full background to our interest in Ringmer. The appeal is being conducted through a Public Inquiry, which may have ended by the time this newsletter is published.

Meanwhile, Railfuture L&SE has lodged an objection to another application for outline planning permission on a central Ringmer site recently refused for 200 new homes but this time for 75 new homes. The next available scheduled Planning Applications Committees are on 5 October and 9 November; see the next *raillse*.

Finally, for this newsletter at least, an appeal hearing is in prospect for an application for outline planning permission for up to 68 new homes on another key gap site between Ringmer and Broyle Side. Railfuture LSE lodged an objection in March, the District Council refused the application and, as with the other appeal at Public Inquiry, we have made a further and full submission to the Planning Inspectorate declaring our interest in the context of TfSE's draft SIP and its Rail Reinstatements Package. It is another but separate case of a repeated if reduced proposal on the same site, and by the same intending developer, whose first and likewise refused proposal, was for 97 new homes.

We responded to Gatwick Airport's revised proposals for surface access related to their intended application for a Development Consent Order to bring their second runway into regular use for smaller aircraft departures.



As reported in the previous newsletter, Native Land (Kensington) Ltd, South Kensington Properties Ltd and London Underground Ltd have appealed the decision by the Royal Borough of Kensington & Chelsea's Planning Committee to refuse their proposals around South Kensington station. Railfuture L&SE has made a brief submission to the Planning Inspectorate to re-affirm our position of qualified and conditional support for the proposals insofar as they would include some provisions for (not of, note) step-free access for the sub-surface Underground lines serving the station.

Our **responses to consultations** and **calls for evidence**, and **submissions to planning bodies** are all in the "**Campaigns**" section of the website, within 'Consultation responses', and linked [here](#).

Current consultations of specific and general interest to our London and South East regional branch area are shown in the "**What's on**" section of the website, within 'Rail dates', and linked [here](#). *Your opportunity* to influence our responses and policy development is by emailing londonandsoutheast@railfuture.org.uk

Our vision for Railfuture: *An independent organisation whose views are respected by the rail industry, to which decision makers come for advice, and which rail users are proud to join and recommend.*

Her Majesty Queen Elizabeth II - RIP

As we closed for press came news of the end of her 70-year reign, during which Ballater - until 1966 the nearest station to Balmoral - had passed into history.



As one had closed, another was opened: 17 May 2022.

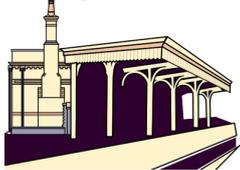


Courtesy @bjennings90 - prints from <https://ben-jennings.com/Shop>

Ballater, Bricket Wood, Bishopstone

~ Ballater station was rebuilt after a huge fire in 2015.

~ Bricket Wood station building is being restored after years of neglect, and re-purposed as a community hub thanks to the efforts of the Bricket Wood Station Heritage Trust: <https://bricketwoodstationtrust.org.uk/>.



BRICKET WOOD

STATION HERITAGE TRUST

Railfuture L&SE was able to make a contribution to the establishment of the Trust back in 2017, as reported on p.3 of *railse* no.141 of September 2018. This good news contrasts with the disappointment coming from the DfT decision not to support further work on the project to increase service frequency on the Abbey Line by re-instating a passing loop at Bricket Wood. This follows completion of a Strategic Outline Business Case funded in part through the successful bid to the Ideas Fund in the Restoring Your Railway programme.

~ Bishopstone station, a listed building with unique features, is also being restored and re-purposed as a community hub, by a very active station Friends group.



Historic railway posters in Bishopstone station - courtesy Rail Record

Community Rail Network: L&SE news

As Catherine (L) moves on from Southeast CRP, this short-listed entry for the Community Rail Awards from the Platinum Jubilee seems to have added poignance.



See <https://communityrail.org.uk/southeast-communities-rail-partnership-welcomes-royal-visitor-to-mark-queens-platinum-jubilee/>

Engaging communities in their railways – for the monthly “Community Rail News” sign-up [here](#).

Forthcoming diary/calendar dates

Wednesday 5 October Community Rail Awards.

Thursday 6 October Sussex & Coastway Division evening meeting, in-person tbc. [Invite non-members!](#)

Tuesday 11 October Herts & Beds Division evening meeting, [online](#). [Invite non-members!](#)

Thursday 13 October “Thames Gateway Tramlink (KenEx): Sustainable Transport for the East / South East Region.” Free afternoon talk in Stratford.

Friday 21 October Copy date for your campaign news / reports for the London & South East branch Local Action column in December’s *railwatch* no.174, and for December’s *railse* no.158. Send to londonandsoutheast@railfuture.org.uk

Monday 24 October Copy date for your campaign news, letters, articles, photos to appear in October’s *railwatch* no.174. Send to editor@railwatch.org.uk

Saturday 22 - Sunday 30 October Schools’ autumn half-term holiday: [>95% of the rail network remains open for business!](#) Last chance to enjoy your local heritage railways before the clocks revert to GMT!

Thursday 3 November Sussex & Coastway Division evening meeting, maybe [online](#). [Invite non-members!](#)

Sunday 6 November Elizabeth line through services start between Paddington and Shenfield and between Reading / Heathrow and Abbey Wood, including increased service frequencies through the central core and also Sunday services.

Sunday 6 - Friday 18 November COP27, Egypt.

Wednesday 9 November Eastern Division evening meeting, [online](#). [Invite non-members!](#)

Saturday - Sunday 19-20 November “Ashford 180” station anniversary celebrations



with working Railfuture L&SE display in foyer of Ashford International station (town centre side).

Saturday 19 November Kent Division afternoon meeting, Ashford. [Invite non-members!](#)

Tuesday - Wednesday 22-23 November Modern Railways Expo, Milton Keynes.

Thursday 24 November (estimated) Publication of ORR’s pandemic-affected estimates of station usage for 2021/22.

Saturday - Sunday 26-27 November Railfuture stall at annual national rail exhibition, NEC Birmingham.

Details of these and other important dates are in the Railfuture website’s [Events](#) and [Rail dates](#) pages.

Your branch divisions' meetings – all members, and non-members, welcome

Eastern [s. Essex and n. & e. London] – meets alternate months on second Wednesdays, at 19.00 – next due on **14 September**, then 9 November. Division Convener is Howard Thomas (opposite). See [Eastern Division](#).

Herts & Beds – meets about monthly – next due on **11 October**. Division Convener is Neil Middleton (opposite). See [Herts & Beds Division](#).

Kent – meets quarterly on Saturdays, at 14.00 – next due on **19 November**. Division Convener Chris Fribbins at chris.fribbins@railfuture.org.uk See [Kent Division](#).

London Metro – a Division to cover all TfL rail modes: Underground, Overground, London Trams, Docklands Light Railway, and Elizabeth line. Contact Branch Vice-Chair Roger Blake (opposite). See [London Metro Division](#).

Surrey – meetings usually held jointly with Sussex & Coastway Division (below). Surrey Division Convener is Stephen Rolph at stephen.rolph@railfuture.org.uk. See [Surrey Division](#).

Sussex & Coastway – meets monthly 11 times annually on Thursdays, at 18.00. Next on **6 October**, then 3 November. Division Convener is John Black at jcbblack@yahoo.co.uk, Division Secretary is Trevor Davies at trevor.d2016@outlook.com See [Sussex & Coastway Division](#).

Your branch committee's meetings

Officers and other committee members continue to meet, **online**, every 4 weeks on Wednesday evenings.

raise online

Available in the 'Branch news' area of our branch's main web page: <https://www.railfuture.org.uk/London-and-South-East-branch-news>. The links in blue are clickable hyperlinks.

This branch newsletter is free, published quarterly and usually distributed with each edition of the national **railwatch**. The copy deadline for **raise** issue no.158, due to be published in December 2022, will be Friday 21 October 2022. Items for this newsletter and our branch Local Action column in **railwatch** to londonandsoutheast@railfuture.org.uk

railfuture

Railfuture's mission: to be the number one advocate for Britain's railway and rail users

Websites: [Welcome to Railfuture](#) [London and South East regional branch](#)
[Railwatch](#) [Rail Action](#) [Rail User Express](#)

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Railfuture campaigns (noun, and verb!)

Our five national **raise** policy priorities:
Attracting passengers back to rail – improving the travelling environment
Climate change and modal shift – how the railway can help reduce the carbon footprint of transport
Restoring Your Railway – restoring communities' rail connections by reopening lines and stations
Fares and ticketing – making the system easier and fairer
Industry structure and Great British Railways – taking the opportunity to move to devolution and concessions.

Railfuture 'news and views', and Railfuture 'in the news'

~ Stay abreast of Railfuture's and others' reports and thoughts published in our website [articles](#).
~ Stay abreast of Railfuture members making, not just watching, things happen in our website [media extracts](#).
~ Railfuture is also active on [Twitter](#) and [LinkedIn](#).

Neighbouring and other branches

All 14 branch websites, including their **events** and **newsletters**, are **online** in '[Railfuture near you](#)'.

London and SE Branch officers

Branch Chairman, and Secretary: both vacant.

Vice-Chairman: Roger Blake, 70 Dynevor Road, Stoke Newington, London, N16 0DX.
Tel: 020 7254 1580; roger.blake@railfuture.org.uk

Treasurer: Howard Thomas.
Tel: 01245 280503; howard.thomas@railfuture.org.uk

Membership Secretary: Neil Middleton.
neil.middleton@railfuture.org.uk

inter-raise

Our two-page monthly e-newsletter, by email (as a [pdf or link](#)) on request from roger.blake@railfuture.org.uk